(b) The projected profits of Air India and Indian Airlines for the financial year 1987-88 are Rs. 20.20 crores and 85.00 crores, respectively.

Private Buses Under DTC

1810. SHRI J. P. GOYAL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether there is a proposal under Government's consideration to allow private bus operators, whose buses are now being run under DTC operation, to operate their buses on free hold basis;

(b) if so, what are the details in this regard;

(c) the benefits of the said proposal likely to accrue to the Delhi Transport Corporation; and

(d) The reasons for which the D.T.C. is not able to manage the affairs of the Delhi's transport needs?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) to (d) In the context of continuing growth in the traffic demand and the need for augmentation of services to meet the same, DTC has been supplementing its own fleet by engaging buses of private operators on kilometrage basis. Feasibility of different alternative schemes to augment such services is under examination.

Utilisation of Airbus by Indian Airlines

1811. SHRI CHIMANBHAI MEHTA: Will the Minister of CIVIL AVIATION be pleased to refer to the answer to Unstarred Question 191 given in the Rajya Sabha on the 25th February, 1987 and state:

(a) what is the break-even point regarding the capacity utilisation of the Air bus procured by Indian Airlines;

(b) what are its fixed and variable overheads;

(c) what is its per day flying time in Indian Airlines and for how many hours an Air bus is kept unutilised by Indian Airlines in every 24 Hours; and

(d) what is its capacity utilisation in terms of percentage in comparison to (i) Boeing 737 and (ii) HS748 aircraft already under operation with Indian Airlines?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) The break even load factor for Airbus fleet was 58.3 per cent in 1985-86.

(b) The costs of operations are divided under four heads and the hourly costs for Airbus operations during 1985-86, under each head, were:—

	Rs. per hour
(1) Fixed Direct operating cost.	10065
(2) Variable Direct operating cost	63581
SUB-TOTAL—D.O.C. : .	73646
(3) Indirect operating cost . .	23599
(4) Non operating cost .	10344
TOTAL COST OF OPERATIONS—(TOC);	107589

(c) The flying time per day for an airbus is 8 hours and the remaining period of the day is utilised for preparation of the aircraft for the first flight, end of Tarmac activity after last arrival, movement to maintenance Hangar, Mandatory Maintenance & movement from Maintenance Hangar to Tarmac, etc.

(d) The load factors of Airbus, Boeing 737 and HS-748 during 1985-86 were as under:—

Airbus	70.0 per cent
B-737 . .	68.5 per cent
HS-748 . .	68.2 per cent